

Vision-100

FAA Reauthorization

(P.L. 108-176)

Voluntary Airport Low Emission Program (VALE)

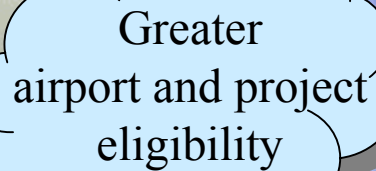


Office of Airports
Airport Planning and Programming

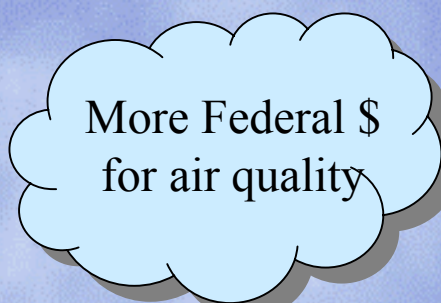
Major Incentives for Early Action to Meet Clean Air Act



Clean
Technology



Greater
airport and project
eligibility



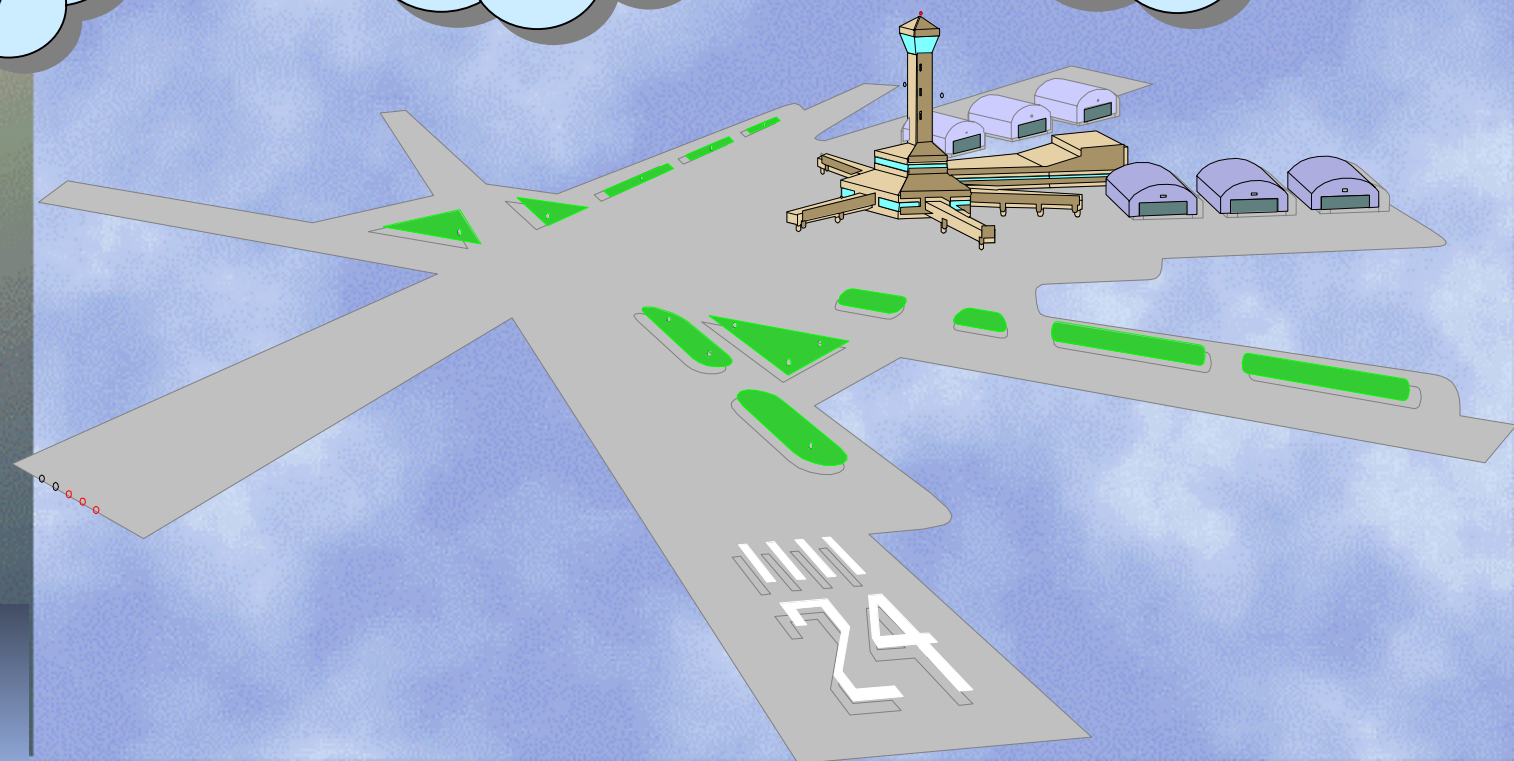
More Federal \$
for air quality



Airport
emission
credits



FAA

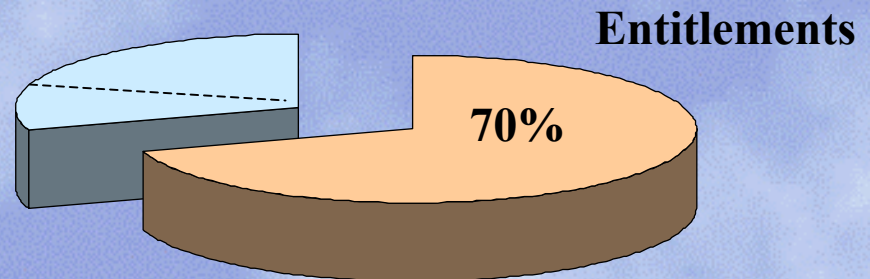




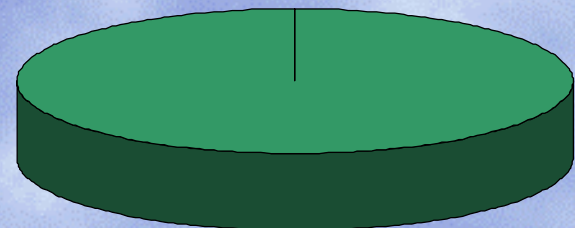
Two Major Airport Funding Programs

Airport Improvement Program (AIP) ~\$3 Billion/Year

Discretionary is 30%
(1/3 is "noise and air
quality set-aside")

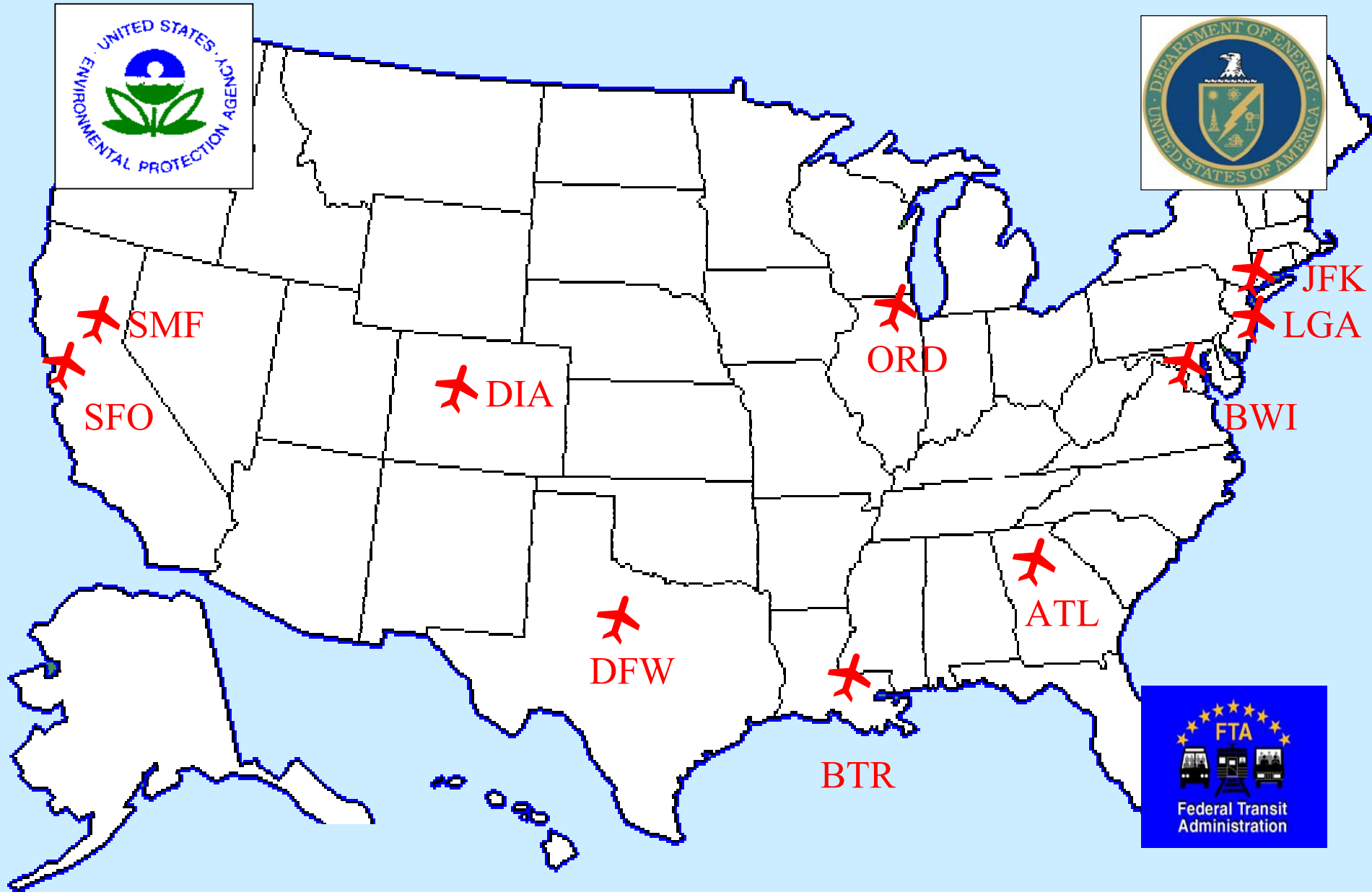


Passenger Facility Charges (PFC) ~\$2 Billion/Year





VALE Program is Based on FAA ILEAV Pilot with Expertise from Other Federal Agencies



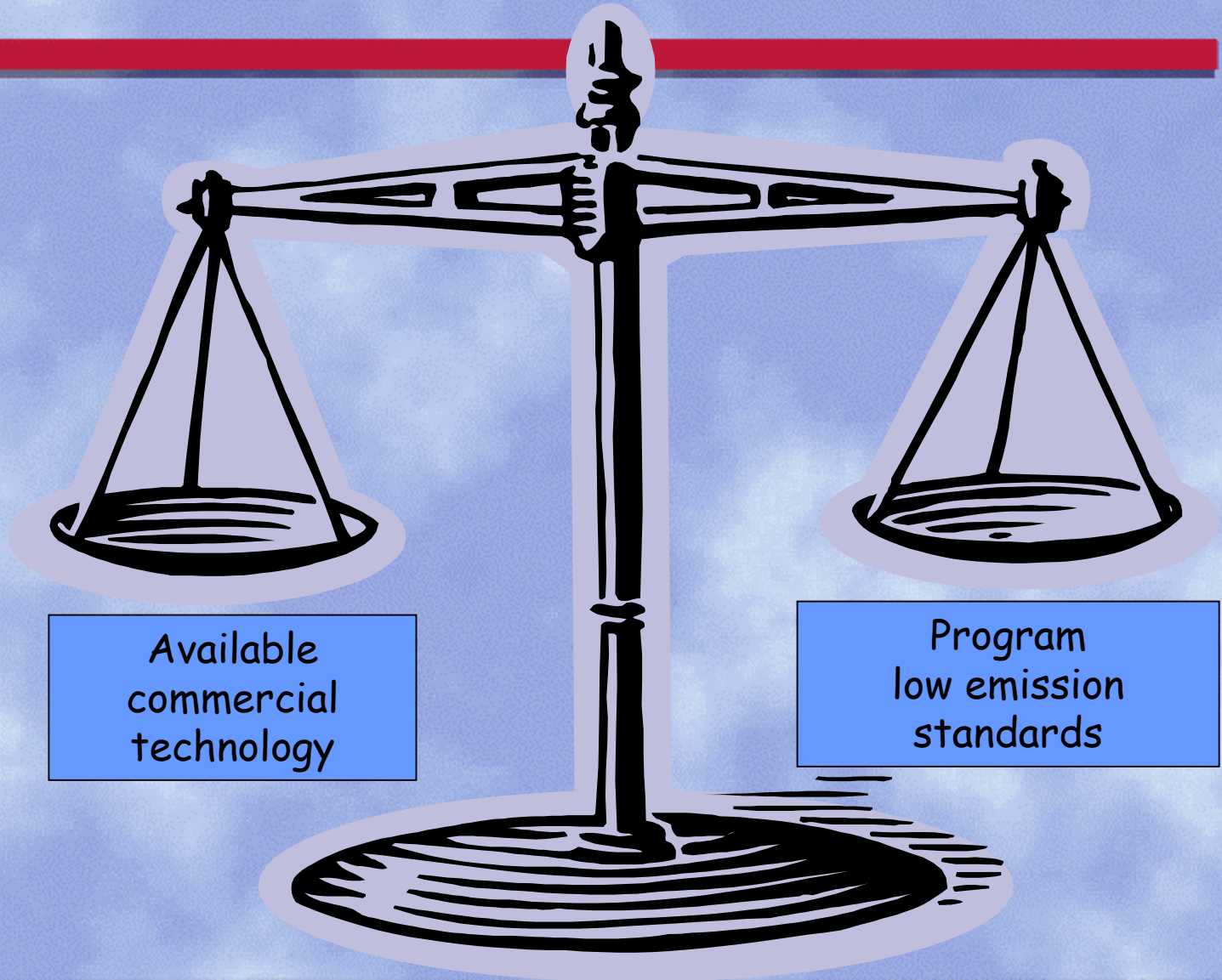


Major Differences from the Pilot Program

- **Commercial service airports nationwide**
 - ✓ Nonattainment or Maintenance Areas
(1/3 of airports - many of the busiest)
- **More alternative & clean conventional fuels plus hybrids**
- **PFCs (100%) & standard AIP grant (75-95%)**
 - ✓ For vehicles (incremental cost) and infrastructure
- **Specific low emission standards by vehicle type (on/non-road) and weight class**



'Best Achievable' Low Emission Standards



Airport Project Checklist



- ✓ State AQ agency assurance of emission credits
- ✓ Cost-effectiveness for deployment (no R&D)
- ✓ Program low emission vehicle standards
- ✓ Alternative/cleaner fuels
- ✓ Airport-dedicated vehicle & use commitments
- ✓ Nonattainment or maintenance area

Many AFVs and Airport Applications



Vehicle Eligibility (GSE & GAV) Varies by Funding Source



AIP Vehicles

- New
- AFVs
- Airport-owned

PFC Vehicles

- New & retrofit
- AFVs & clean conventional
- Airport & other-owned





AIP

GSE Retrofit Pilot Program

- **GSE retrofits using clean conventional fuels**
 - ✓ May be airline/other owned
- **10 commercial service airports in NA/MA**
 - ✓ Each grant up to \$500,000
- **Selection criteria similar to main program**
 - ✓ Cost effectiveness
 - ✓ EPA certified or verified control technology
 - ✓ State AQ agency emission credit assurance

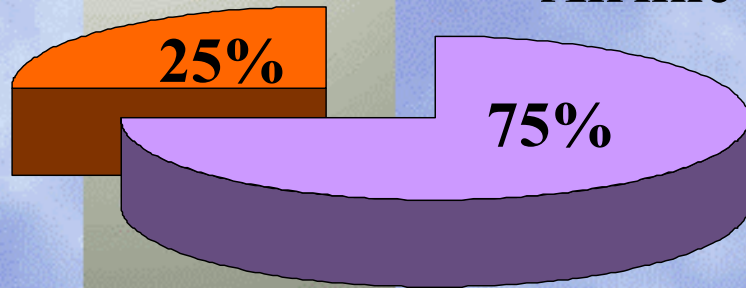


Aircraft GSE by Owner & Fuel Type

(Approx. 72,000 total units - average age of 9.4 years)

Other

Airline Owned

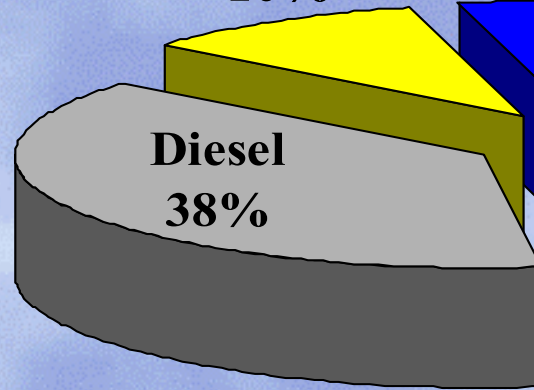


Electric
10%

CNG/LPG
4%

Diesel
38%

Gasoline
48%



Eligible Infrastructure Examples



Tanker Trucks

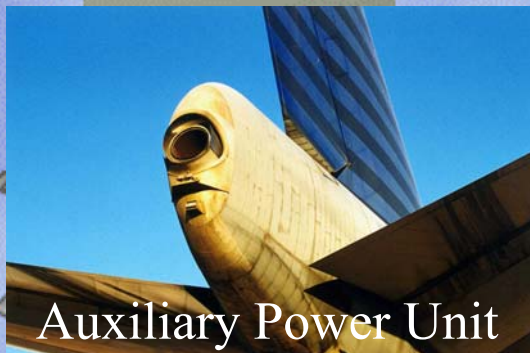
Replaced by...



Fuel Hydrants



Fuel Carts



Auxiliary Power Unit

*Reduced
by...*



Ground Power



Pre-conditioned Air

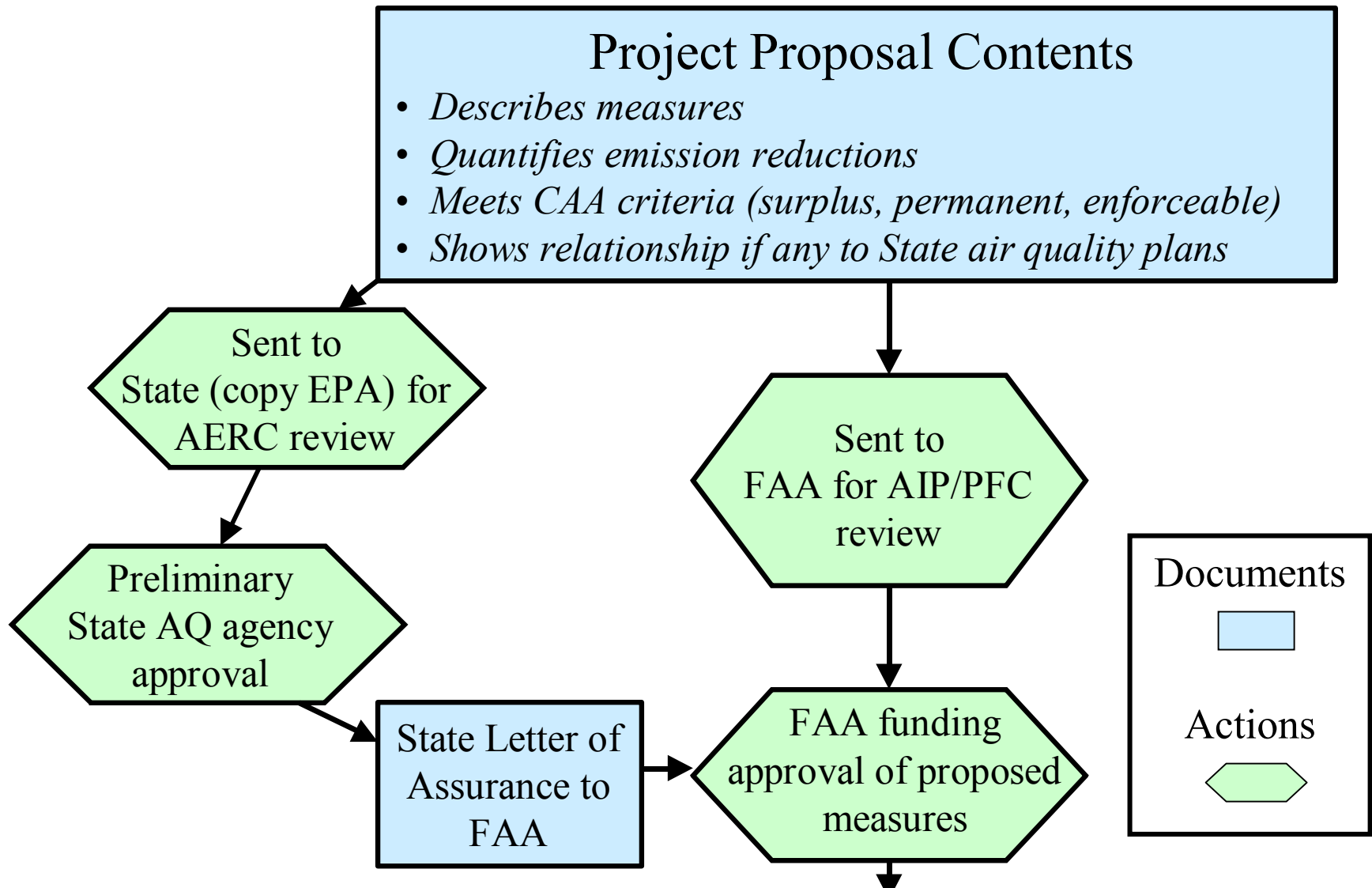
- Refueling/recharging stations (public access possible)
- Conversions of airport power plants, generators, and other combustion sources to cleaner fuels

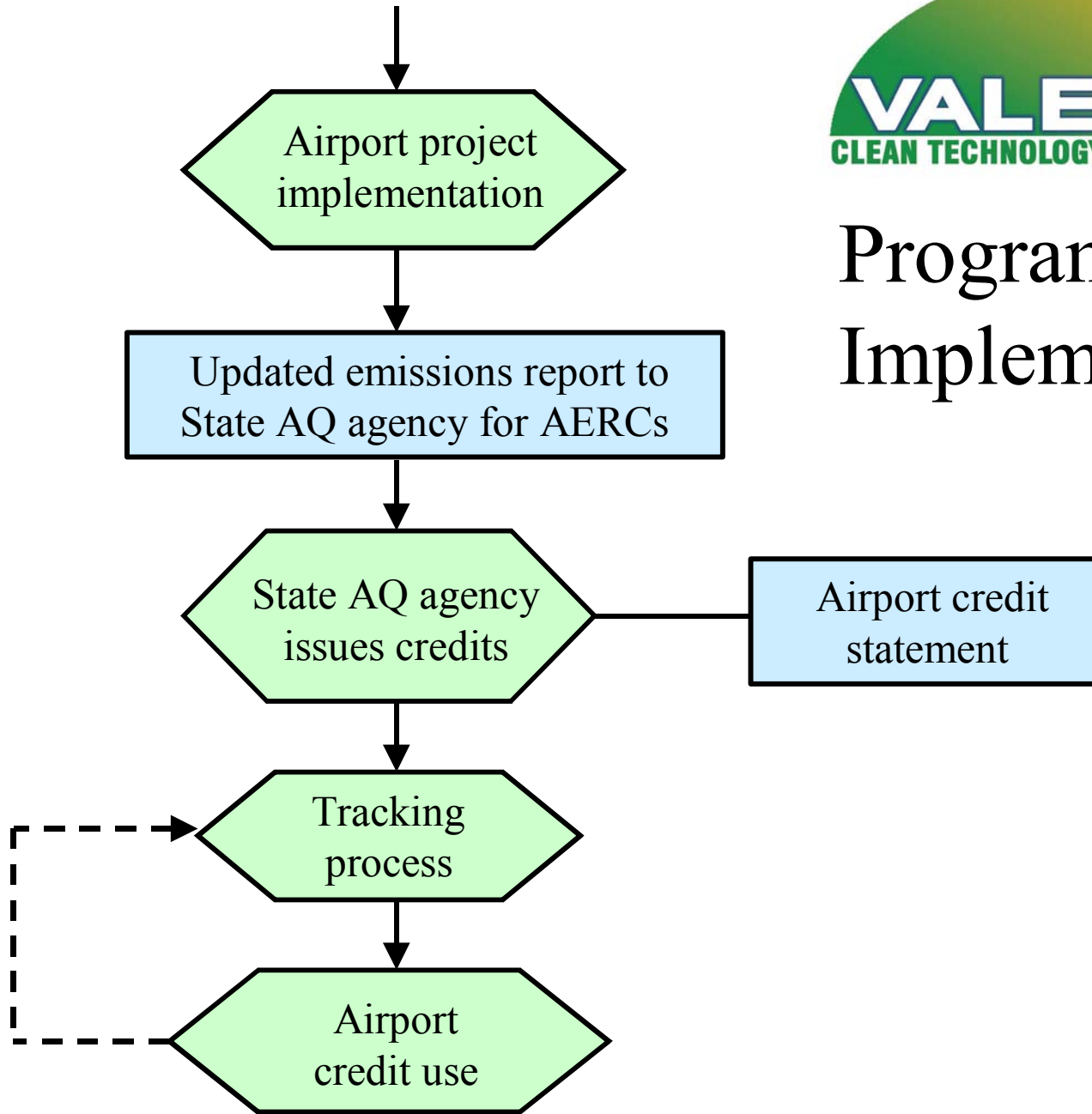


FAA Funding Contingent on EPA/State Credit Guarantee

- **Emission credits to airports can be used to meet future requirements**
 - ✓ General Conformity
 - ✓ New Source Review
- **Credit approach (*Vision-100*)**
 - ✓ Consistent nationally
 - ✓ Meets CAA criteria: quantifiable, surplus, permanent
Federally enforceable
 - ✓ Issued on a timely basis
 - ✓ Available to ILEAV projects retroactively

Project Application





Program Implementation

Looking Ahead...



Clean
Technology

- Administered by FAA regional offices
- Information and assistance needed by participating agencies
- Supported by EDMS V4.2
- www.faa.gov/arp/environmental/vale